



# THE NAVAL AVIATION ENTERPRISE AIR PLAN



...One Vision, One Team

[www.public.navy.mil/airfor/nae](http://www.public.navy.mil/airfor/nae)

#48, March 2016

***"2015 was a good year for the NAE as we made progress in a number of areas and continued our focus on flight line readiness."*** - Vice Adm. Mike Shoemaker, Commander, Naval Air Forces (CNAF)/Commander, Naval Air Force, U.S. Pacific Fleet (CNAP)

## 2015 Year in Review – Highlights of Naval Aviation's Enterprise Efforts

- **Leaders from across the NAE worked deliberately to improve aircraft readiness across multiple lines of effort.** The Current Readiness Cross-Functional Team (CR CFT) worked with Navy and Marine Corps Type/Model/Series (TMS) teams to identify underlying readiness issues and develop courses of action to generate required readiness. For example, the H-1 TMS team took a readiness solution from Marine Aviation Logistics Squadron 39 and implemented it across the TMS community – reutilizing H-46 transmission stands as maintenance stands for top case storage and handling at the intermediate level (I-level) while a new solution can be designed, procured and delivered. The team also used a new procedure involving cadmium plating equipment and training at the I-level that eliminated the reliance on depot or original equipment manufacturer (OEM) artisans for mast poles' cadmium plating. These two innovations have reduced man-hours significantly and saved approximately \$10.5 million.
- In August, more than 150 stakeholders participated in the NAE Supply Summit in Philadelphia, and NAE leaders accepted 10 action items to address systemic supply challenges. These included standardizing procedures to validate Bills of Material (BOM), measuring and tracking industry performance across the Enterprise and pursuing data rights as a standard element of procurement and contract negotiations. Naval Supply Systems Command Weapon Systems Support (NAVSUP WSS) improved supply availability by contracting directly with OEMs – to include going directly to Messier Dowty as a dual source of repair for F/A-18E-F and EA-18G nose landing gear drag braces. NAVSUP WSS achieved a 90 percent repair turnaround time (RTAT) reduction and a 55 percent decrease in the number of backorders associated with a Non-Mission Capable for Supply condition.
- Organic depots **improved production of F/A-18 A-D aircraft by 44 percent in 2015**. This included organic Non-Planned Maintenance Interval (PMI)-2 work, long-term depot events including PMI-1s, high flight hour (HFH) inspections and Center Barrel Replacements Plus (CBR+) work. Process changes inside the Fleet Readiness Centers (FRCs) combined with additional artisan hiring and engineering support were key factors. As well, the NAE leveraged Boeing for completion of an additional 15 HFH inspections.
- NAE leaders used the results from the AV-8B and CH-53E independent readiness reviews (IRRs) to identify root causes and focus actions to increase the number of ready basic aircraft (RBA), including the reset of CH-53Es. The IRR process for prioritization of RBA improvement efforts is being leveraged across all TMS via RBA gap closure "playbooks."
- The Total Force (TF) CFT, as the lead for the CVN 78 Manpower and Manning Project Focus Group (PFG-1), worked with stakeholders to convert 460 Professional Apprenticeship Career Track (PACT) Sailors to rated Sailors for the USS Gerald R Ford's (GRF) Pre-Commissioning Unit. The PACT program, as currently executed, presents a significant risk to stable manning for CVN 78-class carriers. That personnel readiness risk to GRF has been mitigated, allowing time for the Navy to adjust and improve its undesignated Sailor program. The TF CFT supported several Barrier Removal Teams (BRT), including a Fleet Readiness Center (FRC) Rating and NEC Fit Improvement BRT - which has resulted in improving Rating Fit from 79 to 94 percent and NEC Fit from 65 to 79 percent.
- The Future Readiness (FR) CFT implemented a new process for game-changing initiatives. The process complemented the FR CFT's existing POM initiative process that had been refined over the past six years. The two processes ran seamlessly in parallel for the POM-18 cycle. Between the two processes, FR CFT solicited, collected, evaluated, ranked, and recommended four long-term initiatives (beyond the end of the Future Years Defense Program (FYDP)) and eight near-term initiatives (beginning within the FYDP) with a projected savings/cost avoidance of \$321 million and \$600 million and an ROI of 7.2 to one and 6.9 to one, respectively.
- The Integrated Resource Management Team (IRMT) launched two cost performance initiatives: the Strategic Cost Management Tool (SCMT) and the Cost Variance Analysis Team (CVAT). The SCMT will improve Sustainment Harmonization efforts with granular operating and support (O&S) budget and National Item Identification Number (NIIN)-level execution data starting with the Flying Hour Program. The CVAT conducts in-depth analysis of variance in cost performance indices and provides TMS root cause analysis and solutions. These initiatives should increase budget marksmanship and allow NAE leadership to align resources most effectively.

### Main Points

- Naval Aviation leadership established a new NAE mission statement in 2015 that reflects the core function of Enterprise efforts: "to sustain required current readiness and advance future warfighting capabilities at best possible cost."
- Commander, Naval Air Forces; Deputy Commandant for Aviation, U.S. Marine Corps; and Commander, Naval Air Systems Command signed a new, revised [NAE Charter](#) in December 2015 – better defining supported/supporting relationships within the Enterprise and emphasizing the NAE's focus on generating warfighting readiness. *(To access the NAE Charter, a SharePoint account with iNavy is required. For assistance, email [nae@navy.mil](mailto:nae@navy.mil))*

### Facts/Figures/Resources

- Throughout 2015, COMFRC and other NAE stakeholders focused on maximizing FRCs' throughput and production in order to generate sufficient numbers of in-reporting aircraft. During calendar year 2015, COMFRC hired approximately 1,507 new employees as part of a targeted hiring effort. Across all TMSs, FRCs' production in calendar year 2015 totaled 480 aircraft completions – a 20 percent increase over calendar year 2014.
- From POM-12 through POM-17, approximately \$415 million have been invested in initiatives with an estimated savings of \$4.6 billion and an ROI of 10.3 to one. The FR CFT is awaiting final funding decisions on initiatives recommended for POM-18.